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Groups of countries in special situations: specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation

Implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries

Report of the Secretary-General

Summary

The present report is submitted pursuant to General Assembly resolution 65/172, in which the Secretary-General was requested to submit to the sixty-sixth session an analytical report on the implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries and the Almaty Declaration on the midterm review. The report provides an update on the progress made in the implementation of the Almaty Programme of Action by the landlocked countries and their development partners and showcases the efforts being made by the United Nations system and other international organizations. The report identifies the major challenges encountered and suggests recommendations to accelerate implementation of the Programme.

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I. Introduction

1. The Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries was adopted in 2003 as the United Nations response to the growing recognition by the international community of the special development needs and challenges faced by the 31 landlocked developing countries. Lack of territorial access to the sea and their remoteness and isolation from world markets hinders the efforts of landlocked developing countries to generate and sustain economic growth and the achievement of the Millennium Development Goals.

II. Overview of economic and social conditions in the landlocked developing countries

2. The landlocked developing countries as a group experienced a decrease in economic growth from 5.8 per cent in 2008 to 3.6 per cent in 2009 (see annex, table 1) owing to the global financial and economic crisis. According to the *World Economic Situation and Prospects, 2011*, the Department of Economic and Social Affairs of the Secretariat estimates that economic growth for the group was around 5.8 in 2010, indicating that the economies of the landlocked developing countries are on their way to recovery.

3. After experiencing high inflation rates in 2008, inflation decelerated in 2009 across most of the landlocked developing countries owing to weakened domestic demand and reduced commodity prices especially for energy and food. Inflation rates stayed at low levels or decelerated in 2010 in most of the African and South Asian landlocked developing countries.

4. In 2009, exports and imports decreased in all the landlocked developing countries owing to the global financial and economic crisis. Landlocked developing countries as a group experienced a decrease in inflows of foreign direct investment in 2009. Net transfers of official development assistance flows from traditional donors to landlocked developing countries remained positive, increasing from $22.6 billion in 2008 to $24.8 billion in 2009. External debt as a percentage of the gross national income rose from 43 per cent in 2008, to 48 per cent in 2009.

5. Remittances fell in 2009. Remittances are a major source of capital in some landlocked developing countries, notably, Kyrgyzstan, Lesotho, Nepal and Tajikistan, where they account for over 20 per cent of gross domestic product (GDP).

6. Prior to the financial and economic crisis, landlocked developing countries had made progress on some aspects of social development: half of the 25 landlocked developing countries for which data exists had reduced the population living in extreme poverty by more than 20 per cent over the period 2002-2008 (see annex, table 8). The crisis increased the number of people in extreme poverty since it led to job and income losses, especially in key export industries. Joblessness among youth is also a major challenge in landlocked developing countries. It is important that they adopt policies to foster employment generation and allocate adequate resources for building effective social protection systems.

7. The percentage of the population that lives in hunger in landlocked developing countries is still relatively high: in half of them more than 20 per cent of the population was undernourished during the period 2005-2007. The geography of landlocked developing countries makes them more vulnerable to rising food prices because of high transport charges. According to the Food and Agricultural Organization of the United Nations (FAO) in March 2011, of the 29 countries requiring external assistance owing to critical problems related to food insecurity, 12 were landlocked developing countries.

8. Half of the landlocked developing countries experienced deforestation between 2000 and 2010, with five countries experiencing a decrease in their forest coverage of more than 15 per cent. Climate change continues to be a major challenge and has exacerbated deforestation, desertification and loss of biodiversity and has had a negative impact on the transport infrastructure. Landlocked developing countries are also vulnerable to natural disasters. For example, the Mongolian economy was affected by *zud* (severe winter) during 2009-2010, resulting in the loss of over 10 million heads of domestic animals. In 2010, the Sahel region, including Mali, Burkina Faso, Chad, Niger and Ethiopia, was affected by a drought.

9. Overall, after eight years of implementing the Almaty Programme of Action, landlocked developing countries have made some progress towards achieving the Millennium Development Goals, especially primary school enrolment, gender parity in primary education and women's representation in national parliaments; however, achieving food security, eradicating poverty and reducing child and maternal mortality remain major social development challenges. There is also a need to address the disparities caused by rural and urban location, income and gender. The global financial and economic crisis caused serious setbacks. Strengthened international support to landlocked developing countries through official development assistance is critical for enabling stepped-up efforts to achieve the Goals.

10. Landlocked developing countries continue to face constraints in participating in international trade owing to lack of access to the sea and remoteness from major markets, inadequate transit facilities, cumbersome customs and border crossing procedures, costly bank transactions and other costly services and operations. Such constraints result in high transport and trade transaction costs.

11. In order to determine the extent to which landlocked developing countries are affected by transport and trade transaction costs, the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States made an attempt to estimate those costs based on the balance of payments data of the International Monetary Fund (IMF). The Office calculated the total freight charges in the balance of payments (which comprise all import and export freight charges paid to enterprises abroad or received by national enterprises from abroad) as a ratio of the total value of imports and exports (see annex, table 4). The data shows that landlocked developing countries in fact face high costs since the rate of freight charges to total value of exports and imports in 2009 was high, in particular for landlocked Africa where it was as high as 21.4 in one country. Landlocked developing countries as a group have a higher proportion of freight charges to total value of exports and imports: 45 per cent more than the group rate for transit developing countries. This clearly shows that landlocked developing countries are paying higher transport and trade costs — resources that could be invested in building their productive capacities.

12. The data is further supported by information contained in the World Bank report *Doing Business 2011*, which indicates that apart from 10 countries ranking below 100 (Armenia, Azerbaijan, Botswana, Kazakhstan, Kyrgyzstan, Mongolia, Republic of Moldova, Rwanda, the former Yugoslav Republic of Macedonia and Zambia), 20 of the landlocked developing countries for which there is data rank 104 and 183, out of a total of 183 countries in the world, partly because of the high costs related to importing and exporting.

III. Priorities

A. Fundamental transit policy issues

13. International conventions and agreements[1] provide frameworks for harmonization and simplification of transit formalities and procedures, and their effective implementation can significantly support access by landlocked developing countries to the sea. Ratification of the conventions has been slow (see table 1 below). Since the midterm review of the Almaty Programme of Action, very few landlocked developing countries, namely, Kazakhstan, Burkina Faso, Republic of Moldova and the Lao People's Democratic Republic, have ratified and acceded to international transport agreements.

Table 1
Status of accession by landlocked developing countries to the United Nations conventions on transport[a]

Convention	*Number of landlocked developing countries that are a contracting party to the convention (out of a total of 31)*
Convention on Road Traffic (1968)	13
Convention on Road Signs and Signals (1968)	8
Customs Convention on the International Transport of Goods Under Cover of TIR Carnets (1975)	11
Customs Convention on the Temporary Importation of Commercial Road Vehicles (1956)	5
Customs Convention on Containers (1972)	6
International Convention on the Harmonization of Frontier Controls of Goods (1982)	10
Convention on the Contract for the International Carriage of Goods by Road (1956)	10

Source: www.unece.org/trans/conventn/legalinst.html.

[a] In its resolution 48/11 of 1992, the Economic and Social Commission for Asia and the Pacific recommended that countries in the region consider acceding to the seven conventions included in the table.

[1] Under the auspices of the Economic Commission for Europe, there are 57 international conventions, agreements and protocols that provide frameworks for harmonization and simplification of the formalities and procedures of international transport and transit.

14. At the regional and subregional levels, substantial progress has been made in developing agreements where landlocked developing countries and their neighbouring countries are pursuing harmonization of transport and transit policies, laws, procedures and practices with transit countries. Asia has made substantial progress in developing and implementing the Intergovernmental Agreement on the Asian Highway Network and the Intergovernmental Agreement on the Trans-Asian Railway Network. A number of regional as well as subregional agreements have been reached in Asia.

15. In Africa, progress is being made towards developing a framework for harmonizing the norms and standards of the trans-African highway network at the regional level. At the subregional level, member States of the regional economic communities have entered into various agreements that promote supportive transport, transit and trade policies. The communities have also made progress in harmonizing standards and policies by entering into common arrangements. For example, the tripartite taskforce established between the Common Market for Eastern and Southern Africa (COMESA), the East African Community (EAC) and the South African Development Community (SADC) has led to the harmonization of their transport, energy, information and communications technology, and water policies and regulation, as well as physical infrastructure development. In West Africa, the Economic Community of West African States (ECOWAS) and the West African Economic and Monetary Union (UEMOA) are also harmonizing their transit facilitation programmes.

16. In South America, the landlocked developing countries are part of the Common Market of the South (MERCOSUR) and the Andean Community and their related agreements on transit transport and trade.

17. While there is some progress in the establishment of regional and subregional agreements that could provide a basis for simplification and harmonization of formalities and procedures, many agreements are not being fully implemented. Their effective implementation is important for landlocked developing countries, which would benefit from improved transit measures.

18. At the national level, some landlocked developing countries have strengthened their national policies to promote trade and transport facilitation, infrastructure development and maintenance. They have also undertaken initiatives to strengthen and establish institutional mechanisms for coordinating work on national transit transport facilitation. For example, the member countries of the Association of Southeast Asian Nations (ASEAN) and Greater Mekong subregion have established national trade and transport facilitation bodies as part of the obligations under regional agreements or independently on their own. These bodies have promoted effective coordination and cooperation among all the relevant agencies responsible for international trade and transport facilitation. Challenges to their effective functioning include insufficient financial resources, inadequate recognition of their roles and functions, and incomplete representation of key stakeholders.

19. Continued progress is being made in streamlining administrative procedures and simplifying border control procedures. One-stop border controls have been established on several adjacent border posts along the transport corridors in the COMESA, EAC and, most recently, ECOWAS subregions. The first one-stop border post established on the Zambia-Zimbabwe border in December 2009 helped to

simplify border control and procedures and to reduce the time at the border for commercial trucks, from 5 days to less than 24 hours.

20. In South America, the MERCOSUR countries in the Recife Agreement on integrated controls agreed to apply integrated controls on 16 border points. Paraguay has established an integrated control at its border with Brazil, while work on the border post with the Plurinational State of Bolivia is now at an advanced stage.

21. In South-East Asia, the Greater Mekong Subregional Cross-Border Transport Agreement includes implementation of single-stop inspection and single-window inspection points that aim to produce maximum efficiencies at the border. Joint processing initiatives also form part of the multi-donor Central Asia Regional Economic Cooperation (CAREC) programme managed by the Asian Development Bank (ADB). One-stop border posts have brought benefits to landlocked developing countries and are an effective initiative that should be replicated.

22. In Africa, the COMESA subregion has established a yellow card system, which is a motor vehicle insurance scheme that is valid in all participating countries and also facilitates the cross-border movement of vehicles between COMESA member countries. The card has helped to reduce delays at the border since transporters and motorists do not have to buy insurance coverage at each border post.

B. Infrastructure development and maintenance

23. Roads are the leading mode of transport for most landlocked developing countries, especially in Africa, where they account for about 90 per cent of intra-African trade. However, the percentage of paved roads remains low, with only nine landlocked developing countries having over 50 per cent of their roads paved and eight countries having between 20 and 49 per cent (see annex, table 5). At the national level, some countries have set up independent sources of funding for road maintenance, based on road-user charges, fuel levies or budget allocations. A total of 27 African countries have established road funds. Some landlocked developing countries in other regions have functional road funds supporting road maintenance. For example, the Republic of Moldova recently made amendments to its Road Fund Law of February 1996 in order to increase funding for the maintenance and restoration of roads.

24. Some countries have created road agencies, independent from line ministries, with the prime responsibility for assigning outside contracts for public works activities. A World Bank study found that countries with a road fund and higher fuel levies devoted a greater share of their spending to maintenance and had experienced reduced volatility of sector spending relative to traditional budget allocations.[2]

25. At the regional level, progress in Asia has been made in upgrading 22,263 km (15.8 per cent) of the Asian highway road network, including: (a) reconstruction of AH5 (Baku-Alat-Kazak-Red Bridge), and AH8 (Baku-Guba-Samur and Alat-Astara) in Azerbaijan; (b) construction of AH3, AH4 and AH32 and a further plan to upgrade AH3 to class I standards in Mongolia; (c) progress in the construction of two bridges along the AH3 in Chiang Kong-Houayxay, and along the AH15 in

[2] Ken Gwilliam and others, *The Burden of Maintenance: Roads in Sub-Saharan Africa* (Washington, D.C., The World Bank, 2008).

Thakhek-Nakhon Phanom, between the Lao People's Democratic Republic and Thailand; (d) planned reconstruction of AH82 (Yerevan-Ashtarak section) in Armenia; and (e) reconstruction of AH82 from the Islamic Republic of Iran to the Armenian and Georgian border. According to estimates done by the Economic and Social Commission for Asia and the Pacific (ESCAP) and Asian member States in 2006, a consolidated list of 121 priority investment projects in 25 member States indicated that about $25 billion was being invested or committed for the development of various sections of Asian highway routes and that there had been a shortfall of $18 billion in the funds required to upgrade and improve about 26,000 kms of the Asian highway network.

26. The Initiative for the Integration of Regional Infrastructure in South America has coordinated the development of transport, energy and telecommunications infrastructure in the region. The Initiative has been in the process of implementing a total of 524 projects requiring a total investment of $54.61 billion.[3] By mid-2010, the Initiative had implemented 44 per cent of its infrastructure projects.

27. The African Union launched the Programme for Infrastructure Development in Africa in 2010, which aims to bring together various regional and continental infrastructure initiatives on road and railway transport, information and communications technology and energy and which is led by the African Development Bank (AfDB). The main objective of the programme is to coordinate the efforts and use of resources for infrastructure development. The trans-African highway that plays a crucial role in maintaining the economies of the landlocked countries of Africa still has missing links that require substantial resources for their completion. Major projects to improve the road network are ongoing in a number of countries and different regional economic communities in Africa.

28. Although some progress is being made in developing and maintaining road infrastructure, outstanding challenges include inadequate resources for road funds, overloading of vehicles and resource gaps for road infrastructure development.

29. Railways remain underutilized forms of transport for landlocked developing countries, with only nine landlocked developing countries having 1,000 or more kms of railways for freight service. The total length of the trans-Asian railway network of 114,000 kms has about 8,000 kms of missing links (7 per cent). Some progress has been made in the planning and construction of missing links in Azerbaijan, the Lao People's Democratic Republic, Mongolia and Uzbekistan.

30. In Africa, the railway network of 74,775 kms has very low density and is mostly in northern Africa and southern Africa. An infrastructure development study undertaken by the New Partnership for Africa's Development and the African Union in 2006 estimated 26,362 kms of missing links. Not much progress has been recorded in that subsector but some rail projects are likely to be revitalized in western, central, eastern and southern Africa.

31. Progress has been made in respect of railway integration in South America. In May 2010, Brazil and Paraguay formalized a project funded by the Brazilian Development Bank to link Paraguay's railway system with the railroad linking

[3] Latin American and Caribbean Economic System, *Physical Infrastructure for Integration in Latin America and the Caribbean* (2011).

Paranagua, Brazil, and the Antofagasta, Chile, in effect creating an inter-oceanic railway corridor.

32. The major challenges facing development of the railway networks include limited resources to invest in the missing links and differences in railway gauges, resulting in frequent loading and off-loading of goods and increased delays and transport costs.

33. There has been progress in the establishment of dry ports. Dry ports provide similar functions to those of sea ports and support the development of intermodal corridors. In Asia, for example, Mongolia plans to develop four dry ports along the trans-Asian railway, Nepal has four dry ports, and there are plans to develop dry ports in other countries, including Kazakhstan and Uzbekistan. In Africa, dry ports have been established in Burkina Faso, Ethiopia, Niger and Uganda, and in South America, a dry port was established in Paraguay.

34. Landlocked developing countries have made remarkable progress in improving telecommunication infrastructure, particularly cellular phones and Internet connectivity. As a group, they recorded an increase of 25 and 37 per cent in cellular phones and Internet usage, respectively, from 2008 to 2009 (see annex, table 6). This has been made possible through liberalization of the telecommunication sector and the resulting increased private sector investment.

35. Energy infrastructure is vital for reducing delays in transit time for landlocked developing country consignments. However, it is still insufficient and unreliable, for example, in the five landlocked developing countries that are net importers of energy. Energy infrastructure financing needs at the national and regional levels are relatively high, requiring the input of all sources of resources, including domestic, bilateral, regional and multilateral, and increased partnership with the private sector.

36. Research by the World Bank[4] indicates that challenges with regard to transport infrastructure are not only limited to physical deficits in infrastructure but also to a lack of adequate soft infrastructure, mainly the logistics services markets needed to improve services along transport and transit corridors. Many landlocked developing countries have undertaken initiatives to put in place policies to guide and support the development of competitive freight forwarding and multimodal transport and logistics services. However, in many countries, freight forwarders and logistics services providers are small in size and the industry is fragmented.

37. Participation of the private sector varies enormously across the subsectors: it is highest in mobile telephony, followed by transport, with the contracting of road maintenance and concessions in container terminals and railroads. In the energy sector, State-owned utilities are still prevalent although there is interest in privatization of power generation and distribution. Landlocked developing countries should consider promoting active and effective cooperation with the private sector through fostering an enabling policy environment.

[4] Jean-François Arvis and others, *Connecting Landlocked Developing Countries to Markets: Trade Corridors in the 21st Century* (World Bank, 2011).

C. International trade and trade facilitation

38. Despite some progress made in enhanced integration of landlocked developing countries into the global trading system, only 22 of the 31 landlocked developing countries are members of the World Trade Organization (WTO). All other countries, except one, are WTO observers and are in the process of accession negotiation. Along with domestic institutional reform, efforts are needed at the multilateral level to support and facilitate development-friendly conditions for their accession.

39. Although the group of landlocked developing countries had experienced enhanced export performance, with the value of merchandise exports growing in nominal terms from $33 billion in 2003 to $153 billion in 2008, their exports fell by 42 per cent from 2008 to 2009 (see annex, table 4). The proportion of merchandise exports of landlocked developing countries to the total world exports has remained below 1 per cent. Although their share of world exports increased from 0.45 per cent in 2003 to 0.96 per cent in 2008, it fell to 0.75 in 2009. On the contrary, the share of transit developing countries has increased consistently, from 13 per cent in 2003 to 18 per cent in 2009.

40. In 2009, the merchandise imports of landlocked developing countries decreased by 16.5 per cent as a result of the global financial and economic crisis. IMF estimates show that in 2010 imports had recovered in 21 of the landlocked developing countries. Landlocked developing countries have increasingly been entering into regional preferential trade agreements resulting in reduced average tariffs achieved through unilateral measures and implementation of regional integration protocols. Eleven Asian landlocked developing countries are party to more than 40 trade arrangements in force and are engaged in negotiating further agreements at the regional level. In Africa, trade agreements exist for 13 subregional groupings. Three regional economic communities, COMESA, SADC and EAC are moving towards achieving a common-market status. Economic partnership agreements negotiations between the European Union and the African regional economic communities are progressing slowly. In South America, regional integration has been further deepened through the establishment of the Union of South American Nations, an intergovernmental union integrating the regional agreements in the region (MERCOSUR and the Andean Community of Nations).

41. However, despite numerous preferential trade agreements at the regional level, intraregional trade is not growing fast. In 2009, intra-MERCOSUR and intra-Andean Community of Nations exports were 8 per cent and 15 per cent of the total exports for the region, respectively. In Africa, intra-SADC, intra-COMESA, and intra-ECOWAS average exports between 2000 and 2007 were 12 per cent, 9 per cent and 13 per cent respectively.[5] In order to increase intraregional trade, it is essential to improve the regional infrastructure — transport, power and communication; effectively implement regional trade agreements; enhance harmonization of the regional regulatory framework in order to boost private sector activity; and improve trade and transit facilitation in order to reduce logistics costs.

42. Landlocked developing countries have continued to undertake trade facilitation initiatives. However, when compared to coastal countries, landlocked developing countries have a lower Logistics Performance Index (see table 2 below).

[5] ECA, "Progress in intra-African trade" (Addis Ababa, 2011).

Low Logistics Performance Index indicates significant hindrances to connecting their domestic economies into global markets due to longer time for customs clearance, low-quality trade- and transport-related infrastructure, inefficient and uncompetitive logistics services, cumbersome border crossing and customs procedures, difficulty in tracking and tracing consignment and unpredictable delivery time. It is important that continued work be done to improve trade facilitation.

Table 2
Regions with poorly performing landlocked developing countries based on Logistics Performance Index

	Sub-Saharan Africa		*South Asia*	
Background data	*Landlocked*	*Coastal*	*Landlocked*	*Coastal*
Overall Logistics Performance Index	2.22	2.43	1.84	2.64
Selected Logistics Performance Index components				
Logistics competence	2.21	2.45	1.84	2.69
Infrastructure	1.97	2.11	1.61	2.41
Customs and trade processes	2.10	2.30	1.69	2.34
Logistics Performance Index input data				
Customs clearance (days)	3.2	4.7	2.6	2.2
Physical inspection (per cent) (higher is worse)	62	42	56	27

Source: Jean-François Arvis and others, *The Cost of Being Landlocked* (Washington, D.C., The World Bank, 2010).

43. The WTO negotiations on trade facilitation aim to expedite the movement, release and clearance of goods, including goods in transit, enhance technical assistance and support for capacity-building on trade facilitation. According to the April 2011 draft consolidated negotiating text of the WTO Negotiating Group on Trade Facilitation,[6] the negotiations seek to improve relevant aspects of article V on freedom of transit, article VIII on fees and formalities connected with importation and exportation, and article X on publication and administration of trade regulations of the GATT 1994 and aspects related to Special and Differential Treatment.

D. International support measures

44. Since the adoption of the Almaty Programme, flows of official development assistance from traditional donors have increased from about $12 billion in 2003 to $18.9 billion in 2007 and to $24.8 billion in 2009. This reflects an increase of more than 10 per cent annually since 2003. However, two countries dominate the receipts: Afghanistan and Ethiopia, which accounted for 24 per cent and 15 per cent of total receipts in 2009, respectively. Official development assistance remains the main

[6] See http://www.wto.org/english/tratop_e/dda_e/chair_texts11_e/chair_texts11_e.htm.

source of external finance, accounting for 10 per cent or more of gross national income in 2009 in nine landlocked developing countries (see annex, table 2).

45. Official development assistance for transport, storage and communications increased from $775 million to $1.8 billion in the period 2003-2009, with the bulk (40 per cent) of aid going to Afghanistan, and three other countries.

46. Landlocked developing countries as a group experienced an aggregate decrease of 17 per cent in foreign direct investment inflows to $21.9 million in 2009 (see annex, table 7). Despite this contraction, their share of global foreign direct investment inflows increased to 2 per cent in 2009, from 1.5 per cent in 2008.[7] The geographic distribution of foreign direct investment remains uneven. Investment has been heavily concentrated in a few resource-rich countries. Kazakhstan alone accounted for 58 per cent of the total foreign direct investment flows to landlocked developing countries in 2009, while 15 African landlocked developing countries only received $4 billion.

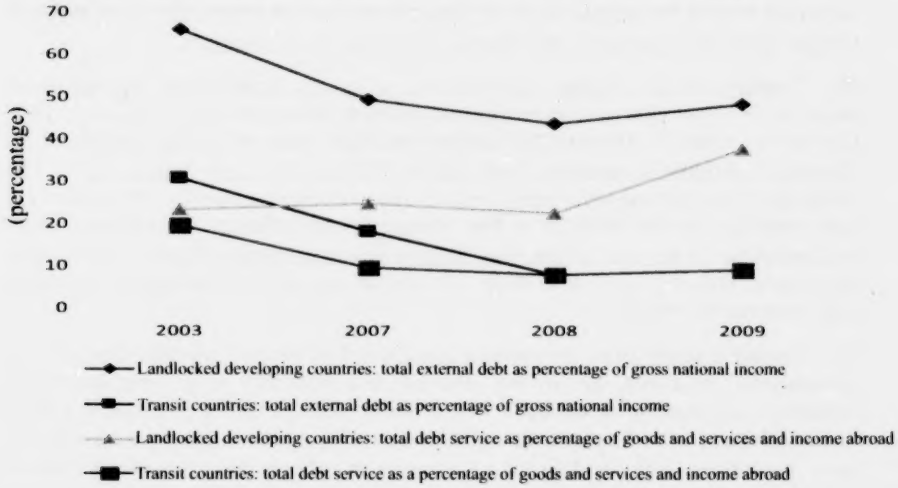
47. Inward foreign direct investment is expected to further increase especially in resource-rich countries due to the rebound in commodity prices and improving economic and financial conditions. For example, foreign direct investment inflows to Kazakhstan in the first quarter of 2010 were 16 per cent higher than during the same period in 2009. Foreign direct investment inflows for Mongolia surpassed $1 billion in 2010, a 25 per cent increase as compared with 2009,[8] and foreign direct investment inflows also surpassed $1 billion in Zambia in 2010. Nevertheless, most landlocked developing countries perform poorly as foreign direct investment destinations, mainly because their economic performance continues to be hampered by inherent geographical disadvantages that are compounded by poor infrastructure, inefficient logistics systems and weak institutional capacities.

48. Landlocked developing countries as a group greatly improved their debt to the gross national income ratio and debt servicing ratio from 2003 to 2009 (see figure I below). However, both ratios increased in 2009. When compared with transit developing countries, landlocked developing countries still have a higher total debt and debt servicing ratio. The number of landlocked developing countries that used to have a total debt to the gross national income ratio of more than 100 in 2003 have been reduced from 6 to only 1 in 2009, and those that had a ratio of 74 to 100 in 2003 have been reduced from 11 to 2 in 2009 (see annex, table 3). The progress is partly due to the Heavily Indebted Poor Countries Initiative and the Multilateral Debt Relief Initiative, which have supported 13 landlocked developing countries. It is important that similar forms of debt relief support are extended to the other landlocked developing countries that do not benefit from the initiatives.

[7] *World Investment Report 2010: Investing in a Low-Carbon Economy* (United Nations publication, Sales No. E.10.II.D.2).

[8] Input provided by the Government of Mongolia.

Figure I
Landlocked developing countries and transit developing countries external debt and debt service



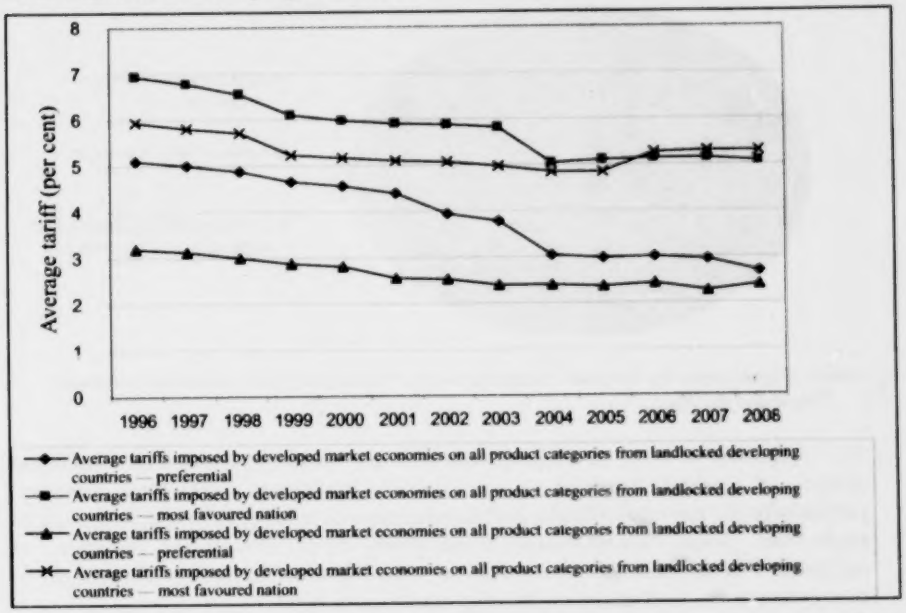
Source: World Bank, *World Development Indicators 2011* (Washington, D.C., 2011).

49. Slow progress has been made in the negotiations of the WTO Doha round of multilateral trading system. It is important for the international community to intensify efforts to conclude the trade negotiations with provisions that are consistent with the trade, development and financial needs of landlocked developing countries.

50. There has been some progress on preferential tariff schemes from developed economies that has benefited landlocked developing countries (see figure II below). Preferential tariffs provide a much-needed price advantage for the products of landlocked developing countries in the markets of developed countries. However, their utilization has often remained limited owing to lack of diversification, the application of burdensome and non-harmonized rules of origin, high transport costs and other supply side constraints.

Figure II

Average tariffs imposed by developed market economies on all product categories from landlocked developing countries


Average tariff (per cent)
8
7
6
5
4
3
2
1
0
1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008
Average tariffs imposed by developed market economies on all product categories from landlocked developing countries — preferential
Average tariffs imposed by developed market economies on all product categories from landlocked developing countries — most favoured nation
Average tariffs imposed by developed market economies on all product categories from landlocked developing countries — preferential
Average tariffs imposed by developed market economies on all product categories from landlocked developing countries — most favoured nation

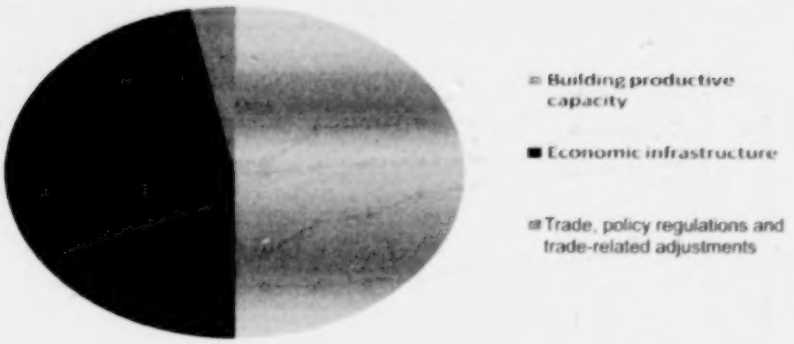
Source: International Trade Centre database.

51. There has been a continued increase in aid for trade disbursements to landlocked developing countries, which increased from $4.7 billion in 2008 to $6 billion in 2009. Five landlocked developing countries (Afghanistan, Uganda, Ethiopia, Mali and Burkina Faso) are among the top 20 recipients of aid for trade in 2009. Globally, the bulk of the total aid for trade went into building productive capacity,[9] followed by investment into infrastructure development[10] and assistance towards capacity-building in developing trade strategies and negotiations, policy regulations and trade-related adjustment costs (see figure III).

[9] For example, business development, assistance to banking and financial services, agriculture, forestry, fishing, industry, mineral resources and mining and tourism.

[10] Building of physical infrastructure such as roads, railways, ports and telecommunication.

Figure III
Use of total global aid for trade by category



Source: Organization for Economic Cooperation and Development-Development Assistance Committee database.

52. A number of other developing countries are becoming increasingly important sources of external financial support for the landlocked developing countries, particularly for the rehabilitation and development of critical infrastructure, such as roads and power. Transnational corporations from developing countries, in particular China, India and South Africa, were the main sources of foreign direct investment in the landlocked developing countries in 2009.

E. Implementation and review

53. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States was mandated to enhance its cooperation and coordination with the United Nations system and other stakeholders in order to ensure effective implementation of the Programme of Action. Implementation of the Programme has been undertaken at national, subregional, regional and global levels (see also sect. IV below).

54. On monitoring and review, Member States have prepared reports on the implementation of the Almaty Programme of Action as contributions to the midterm review and as input for the preparation of the annual reports of the Secretary-General on the issue. At the global level, the landlocked developing countries meet annually for a ministerial conference in the margins of the sessions of the General Assembly.

55. At the regional level, the regional commissions have coordinated regional reviews. ESCAP, in collaboration with the Government of Mongolia, organized a high-level Asia-Pacific policy dialogue on the implementation of the Almaty Programme of Action and other development gaps faced by the landlocked developing countries, which was held in April 2011 in Ulaanbaatar. The Committee on Trade, Regional Cooperation and Integration of the Economic Commission for Africa (ECA), held its seventh session in June 2011, where it reviewed the progress that the region had made in implementing the outcomes of the midterm review meeting on the Almaty Programme of Action.

56. In paragraph 32 of its resolution 63/2, on the midterm review of the Programme of Action, the General Assembly is invited to consider, at the appropriate time, conducting a comprehensive review of the implementation of the Programme of Action. Since the end of the first 10 years of the Programme of Action is in 2013, preparatory work for the review needs to commence.

57. Further work is required to develop indicators that can be used to measure the progress achieved in implementing the Programme of Action through reduction of transport and other trade costs. There are currently different approaches being developed by different international organizations in measuring corridor monitoring indicators, for example the time-cost-distance model, the logistical costs and reliability methodology and time-cost methodology in the corridors. Harmonization of such indicators would allow for cross-country and cross-regional monitoring of trade corridors.

58. The recent global financial and economic crisis, changes in food and energy prices and the impact of climate change have revealed the social, economic and environmental vulnerability of landlocked developing countries. It is important therefore to undertake research on the vulnerability of landlocked developing countries to external shocks, through the development of a set of vulnerability indicators that can be used by the landlocked developing countries for early warning purposes.

IV. The actions taken by the United Nations system and other international and regional organizations in implementing the Almaty Programme of Action

59. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States continued to assist the landlocked developing countries through mobilization of international and United Nations system-wide support and awareness-raising. In order to strengthen the analytical and negotiation capabilities of landlocked developing countries, the Office supported an international think tank for landlocked developing countries in Ulaanbaatar and drafted, in cooperation with the Office of Legal Affairs, a multilateral agreement on the establishment of the think tank, which was endorsed at the Ministerial Meeting of Landlocked Developing Countries, held in New York in September 2010. The agreement is now open for signature by the landlocked developing countries at the United Nations. The Office continues to compile annual statistics with the latest available data on key economic, social and transport infrastructure indicators for landlocked developing countries. In cooperation with the Department of Economic and Social Affairs, the Office issued the World Statistics Pocketbook 2010: Landlocked Developing Countries.

60. ECA, the African Union Commission, the African Development Bank (AfDB) and the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States continued to cooperate towards the creation of an intergovernmental agreement to underpin the trans-African highway network by undertaking studies to help to develop the legal framework.

61. The regional commissions assisted Member States in the implementation of the Almaty Programme of Action, through, inter alia, capacity-building programmes, advisory services, support towards transport infrastructure development and the promotion of legal instruments related to trade and transport facilitation. Substantive contributions include the ECA 2010 publication *Assessing Regional Integration in Africa IV: Enhancing Intra-African Trade*, which devoted a chapter to the development of trade transit corridors in Africa's landlocked countries. The Economic Commission for Europe (ECE) and the Organization for Security and Cooperation in Europe (OSCE) will launch the Handbook of Best Practices at Borders in 2011, and ECA, the World Bank and the African Union Commission will publish a compendium of all legal instruments pertaining to transport and trade facilitation.

62. ECA organized workshops on trade facilitation and study tours in key transit ports for landlocked countries and supported the creation of the African Alliance for E-commerce, a framework for the exchange of trade facilitation information and experiences, sponsoring its first technical workshop and second General Assembly. Similarly, the United Nations network for experts for paperless trade in Asia and the Pacific, established by ESCAP and ECE as a community of knowledge and practice for experts from developing countries and transition economies from Asia and the Pacific, supported national, subregional and transcontinental single window and paperless trade initiatives.

63. ECE supported the development of transport infrastructure in the context of trans-European motorway and trans-European railway projects and together with ESCAP promoted harmonization of transport investments in the context of the Euro-Asian transport linkages project. ESCAP also continued to work on fostering synergies among member States, international financing institutions and other stakeholders to explore financing opportunities in priority infrastructure projects along the Asian highway and trans-Asian railway. In October 2010, the Economic Commission for Latin America and the Caribbean (ECLAC) organized an international seminar on sustainable transport policies for countries in Latin America. ECLAC is currently analysing logistics costs and their impact on economic development in the Plurinational State of Bolivia. ECE administers 57 international agreements and conventions in the area of transport, providing the legal and technical framework for developing international road, rail, inland waterway and combined transport.

64. In the area of aid for trade, ECA, together with AfDB, WTO and ECOWAS, organized an aid for trade review for West African States. ECA also collaborated with Central African regional economic communities to organize a preparatory review workshop on aid for trade, which resulted in a road map to guide Central African member States and regional organizations in a donor round table geared towards mobilizing resources for priority transboundary infrastructure programmes.

65. The United Nations Development Programme (UNDP) completed aid for trade needs assessments in Kazakhstan, Kyrgyzstan and Uzbekistan and initiated assessments in Azerbaijan and Turkmenistan. In March 2011, UNDP published the guide entitled *How to Conduct Aid for Trade Needs Assessments in Transition Countries*. UNDP also provided ongoing support to the Government of Mongolia in relation to start-up activities for the landlocked developing countries think tank.

66. The United Nations Conference on Trade and Development (UNCTAD) dedicated a section to the analysis of recent trends in foreign direct investment in landlocked developing countries in its *UNCTAD World Investment Report 2010* and provided capacity-building and technical assistance on trade and transport facilitation.

67. The United Nations Industrial Development Organization (UNIDO), in cooperation with ECA, FAO, IFAD, AfDB and the African Union Commission, developed an agriculture, agribusiness and agro-industries development initiative, which focuses on the development of rural infrastructure, technology, land management and water technology systems and emphasizes the importance of increased private public sector investments and partnerships among farmers and agribusiness in a value-chain approach. UNIDO is also undertaking trade capacity-building at the regional and subregional levels.

68. The World Bank contributes to the implementation of the Almaty Programme of Action through the International Bank for Reconstruction and Development-International Development Association, lending technical assistance and knowledge products. In 2010, loans in the amount of $988 million were extended to finance projects in landlocked developing or transit countries in the area of customs reforms, road or rail corridor and aviation projects, or projects addressing other specific capacity constraints related to landlocked situations. The Trade Facilitation Facility — a $40 million multi-donor trust fund created in 2009 — has been designed to build capacities to speed up the implementation of trade and transport facilitation projects and reforms in low-income countries, especially targeting the needs of landlocked developing countries. Ongoing projects include support for corridor countries in Africa and Asia. The World Bank has also implemented a series of knowledge products, including "The cost of being landlocked: supply chain reliability and logistics costs" and *Connecting Landlocked Countries to Markets: Trade Corridors in the 21st Century*.

69. The WTO secretariat, in cooperation with other international organizations, provides technical assistance to WTO members and observers, upon request, to assess their trade facilitation needs and priorities. As of October 2010, 19 landlocked developing countries had conducted such assessments.

70. The World Customs Organization continued its customs capacity-building activities, in particular through the organization's Columbus programme, which aims at the full implementation of the Framework of Standards to Secure and Facilitate Global Trade as well as other international best practices in the area of customs administration. World Customs Organization organized regional workshops and national workshops and missions in 2010, benefiting landlocked developing countries in Africa, Asia and Europe.

71. The International Trade Center developed and implemented trade promotion and capacity-building projects, such as national capacity-building in the implementation of the integrated framework in Chad, or the SADC supply chain and logistics programme in Malawi. Several multi-country programmes with a focus on one or more trade-related disciplines were implemented, for instance the programme "ACCESS for African Businesswomen in International Trade", which addressed the particular constraints of African businesswomen by means of enhancing their access to a package of trade support services. Information and communications technology

information on trade and export competitiveness was made available to all States Members of the United Nations.

72. In 2010, OSCE organized the eighteenth OSCE Economic and Environmental Forum on the theme "Promoting good governance at border crossings, improving the security of land transportation and facilitating international transport by road and rail in the OSCE region". As a direct follow-up, and in order to raise awareness on the existing tools to fight corruption at border crossings and to offer the opportunity to identify concrete national follow-up activities, OSCE, in cooperation with the World Customs Organization and the OSCE Center in Astana, organized a regional seminar on promoting integrity in customs and border services. Additionally, the OSCE Border Management Staff College in Dushanbe continued to organize training events covering a wide range of issues related to border management.

73. The Afghan-transit project of the International Road Union, undertaken in the framework of the new Euro-Asian road transport initiative, aims at developing road transport haulage from Europe and China to Afghanistan by attracting international investments into ancillary infrastructures and through implementation of harmonized customs procedures. ECE and the Union cooperated to develop best practices applicable for the implementation of the Customs Convention on the International Transport of Goods Under Cover of TIR Carnets (TIR Convention) in the Central-Asian region and introduced them into an updated TIR handbook. The Union and UNCTAD signed a memorandum of understanding in April 2010 to upgrade the Automated System for Customs Data (ASYCUDA) World with the most updated information technology/TIR risk management tools, further to which the transit module of ASYCUDA World now incorporates the latest tools to facilitate and secure the implementation of the Convention.

74. The International Telecommunications Union adopted a programme focusing specifically on the priorities of landlocked developing countries, which entailed assisting countries, inter alia, in migrating from public switched telephone networks to Internet Protocol-based networks, in establishing multi-telecentres, and in introducing broadband technology. Other projects focused on promoting universal access to e-applications and services as well as implementation of e-commerce and e-government projects in many landlocked developing countries in order to enable them to use information and communications technology as a catalyst in trade.

75. The regional banks and regional economic communities in Asia, South America and Africa have taken leading roles in marshalling and supporting implementation of regional infrastructure programmes. ADB implemented various technical assistance and investment projects: under the CAREC programme, ADB has invested around $4 billion so far in the transport and trade facilitation sectors and about $1 billion in the energy sector. In Africa, the African Development Bank is leading resource mobilization and support to the Programme for Infrastructure Development in Africa. In South America, the Inter American Development Bank, the World Bank and the Central American Bank for Economic Integration are supporting the Initiative for the Integration of Regional Infrastructure in South America.

76. COMESA undertook studies, programmes and regional integration arrangements to assist its landlocked members in promoting regional communications and trade. For instance, an East Africa corridor diagnostic study for

northern and central corridors was undertaken to assess the performance of the corridors in order to prepare an action plan for removal of identified transport logistics impediments. The transit data transfer module — a tool developed to facilitate the exchange of transit declarations and transit guarantee information between/among customs administrations — is being piloted at the Chirundu, Zambia, border post and at the Kasumalesa, Democratic Republic of the Congo, border post. The Regional Customs Transit Guarantee — an instrument that has been developed under the auspices of the Protocol on Transit Trade and Transit Facilities has been useful in furthering COMESA regional integration. A pilot test of the scheme was conducted in 2008 in northern corridor countries, and the positive results lead to the roll-out of the initiative in 2010 and 2011.

V. Conclusions and recommendations

77. Being landlocked imposes a major constraint to economic growth and the attainment of development objectives. The economies of landlocked developing countries remain fragile because of their vulnerability to external shocks, owing to limited export diversification, limited productive capacities, lack of export competitiveness and high transport and transit costs.

78. **The international community should support the landlocked developing countries through increased, timely and sustainable financial support in order to help them to accelerate progress towards the achievement of the Millennium Development Goals and strengthen their capacity for climate change mitigation and adaptation.**

79. **Landlocked developing countries and transit developing countries should strengthen effective cooperation through developing and harmonizing relevant policies and prioritizing resource allocations for the maintenance and rehabilitation of transit transport infrastructure. Initiatives that have proved successful, such as the one-stop border post, dry ports, the yellow card and use of information and communications technologies for customs clearance, should be replicated and fully funded.**

80. **Landlocked and transit developing countries are invited to ratify and effectively implement international conventions and agreements, and regional and subregional agreements on transport and trade facilitation.**

81. **The international community should increase financial support to transit transport infrastructure, energy and information and communications technology infrastructure and trade facilitation projects in landlocked and transit developing countries so as to enhance intraregional connectivity, complete missing links and ensure the proper functioning of strategic sea corridors.**

82. **There is a need to develop a networking mechanism aimed at promoting the exchange of experiences and dissemination of information to all relevant stakeholders.**

83. **The international community should further support landlocked developing countries in strengthening their analytical capacities to develop and implement coherent and comprehensive transport policies that support the**

transit corridors needed to facilitate trade and in sharpening their negotiation skills for effective participation in international trade.

84. **The Economic Commission for Africa, the African Union Commission, the World Bank, the African Development Bank and the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States are encouraged to further their support efforts to elaborate and conclude an intergovernmental agreement on the trans-African highway.**

85. **International organizations and other research institutions should undertake research on the vulnerability of landlocked developing countries to external shocks and develop a set of vulnerability indicators that can be used for early warning purposes.**

86. **The World Trade Organization negotiations on trade facilitation are very important for landlocked developing countries in international trade. The international community should provide support to strengthen the negotiation capabilities of landlocked developing countries on trade facilitation.**

87. **Developed countries are invited to consider providing greater market access for goods originating from landlocked developing countries and improve the transfer of technologies to help to mitigate the high transaction costs stemming from their geographical disadvantages.**

88. **The international community should increase their support towards the Aid for Trade Initiative since it is providing crucial support to help landlocked developing countries in implementing international agreements, strategically strengthening their productive capacities, developing their infrastructure and enhancing competitiveness in the global markets.**

89. **The capital exporting countries are encouraged to adopt policies and incentives that encourage foreign direct investment flows to landlocked developing countries. Landlocked developing countries should promote an enabling environment to attract foreign direct investment and private sector involvement.**

90. **Donor countries and the international financial and development institutions are invited to make voluntary contributions to the trust fund established to facilitate the implementation of and follow-up to the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, held in Almaty.**

91. **As called for by the General Assembly in its resolution 63/2, the Assembly should consider convening a comprehensive 10-year review of the implementation of the Almaty Programme of Action.**

Annex*

Table 1
Gross domestic product, 2000-2009

	Gross domestic product						
	Estimates at constant 2005 prices (millions of United States dollars)			*Per capita (current United States dollars)*	*Average annual rate of growth (percentage)*		
Landlocked developing countries	*2000*	*2008*	*2009*	*2009*	*2000-2003*	*2008*	*2009*
Afghanistan	2 733	9 037	11 075	457	25.9	2.3	22.5
Armenia	2 764	6 748	5 793	2 770	12.3	6.9	-14.2
Azerbaijan	7 040	24 664	26 949	4 871	10.5	10.8	9.3
Bhutan	559	1 076	1 144	1 783	7.6	5.0	6.3
Bolivia (Plurinational State of)	8 201	11 107	11 480	1 758	2.3	6.1	3.4
Botswana	7 945	11 651	11 226	5 959	6.2	3.1	-3.7
Burkina Faso	3 999	6 199	6 398	517	6.6	4.5	3.2
Burundi	967	1 218	1 260	151	1.8	4.3	3.5
Central African Republic	1 233	1 669	1 697	448	0.8	5.5	1.7
Chad	2 944	5 912	5 818	610	11.4	0.3	-1.6
Ethiopia	8 994	16 844	18 512	345	2.5	11.3	9.9
Kazakhstan	34 877	70 914	71 770	6 981	10.9	3.3	1.2
Kyrgyzstan	2 043	2 985	3 055	835	4.1	8.4	2.3
Lao People's Democratic Republic	2 016	3 781	4 065	884	5.8	7.8	7.5
Lesotho	1 162	1 505	1 527	780	3.2	4.4	1.4
Malawi	2 359	3 513	3 778	318	1.1	9.0	7.5
Mali	4 026	6 322	6 603	679	7.9	5.0	4.4
Mongolia	1 685	3 006	2 957	1 577	4.9	8.9	-1.6
Nepal	6 960	9 255	9 856	436	3.2	4.7	6.5
Niger	2 677	3 899	3 863	343	5.4	5.9	-0.9
Paraguay	6 587	8 811	8 410	2 314	1.9	5.8	-4.5
Republic of Moldova	2 122	3 478	3 252	1 500	6.9	7.8	-6.5
Rwanda	1 783	3 383	3 585	527	7.2	11.6	6.0
Swaziland	2 295	2 790	2 824	2 668	2.3	0.5	1.2
Tajikistan	1 457	2 864	2 962	716	10.5	7.9	3.4
The former Yugoslav Republic of Macedonia	5 421	6 735	6 685	4 662	-0.3	5.0	-0.7
Turkmenistan	6 768	11 922	12 414	3 397	2.6	10.5	4.1
Uganda	7 296	12 680	13 576	523	5.7	9.2	7.1
Uzbekistan	10 490	17 638	18 873	1 199	4.4	9.0	7.0
Zambia	5 758	8 703	8 998	985	4.2	6.0	3.4

	Gross domestic product						
	Estimates at constant 2005 prices (millions of United States dollars)			*Per capita (current United States dollars)*	*Average annual rate of growth (percentage)*		
Landlocked developing countries	*2000*	*2008*	*2009*	*2009*	*2000-2003*	*2008*	*2009*
Zimbabwe	5 804	3 562	3 705	324	-5.8	-14.5	4.0
Landlocked developing countries	**160 963**	**283 875**	**294 112**	**1 061**	**6.3**	**5.8**	**3.6**
Transit developing countries	**4 937 668**	**8 433 400**	**8 793 363**	**2 808**	**5.0**	**6.1**	**4.3**

Source: United Nations Statistics Division; see http://unstats.un.org/unsd/snaama/Introduction.asp. Accessed 24 March 2011.

* For the list of transit developing countries and the composition of developed and developing regions as used in the tables, see www.ohrlls.org/en/orphan/349/.

Table 2
Official development assistance receipts and donor assistance for transport, storage and communications

Landlocked developing countries	*Net official development assistance receipts (millions of United States dollars, current prices)*[a]			*Official development assistance/ gross national income (percentage)*	*Donor assistance for transport, storage and communications (millions of United States dollars, current prices)*[b]		*Aid for trade disbursements (millions of United States dollars, constant prices)*[c]	
	2005	*2008*	*2009*	*2009*	*2003*	*2009*	*2007*	*2009*
Afghanistan	2 818	4 865	6 070	..	94	764	984	1 711
Armenia	170	303	528	5.9	14	27	85	234
Azerbaijan	217	235	232	0.6	3	21	87	118
Bhutan	90	87	125	9.5	11	16	29	40
Bolivia (Plurinational State of)	643	628	726	4.4	27	75	136	221
Botswana	48	720	280	2.4	0	13	15	22
Burkina Faso	693	1 001	1 084	13.5	46	57	283	226
Burundi	364	509	549	41.2	3	48	102	88
Central African Republic	89	256	237	11.9	3	15	30	26
Chad	380	419	561	9.2	29	45	32	77
Ethiopia	1 927	3 328	3 820	13.4	125	256	502	1 117
Kazakhstan	228	333	298	0.3	59	5	108	88
Kyrgyzstan	268	360	315	7.1	9	7	54	58
Lao People's Democratic Republic	302	496	420	7.2	55	27	138	106
Lesotho	67	144	123	5.8	18	6	18	10
Malawi	573	924	772	17.5	32	24	43	28
Mali	704	964	985	11.0	50	45	117	120
Mongolia	215	246	372	9.4	33	35	317	262
Nepal	424	697	855	6.7	40	51	44	53
Niger	520	607	470	8.9	22	39	65	123
Paraguay	51	134	148	1.0	2	24	117	174
Republic of Moldova	169	298	245	4.2	1	22	101	86
Rwanda	577	933	934	18.7	9	29	26	83
Swaziland	47	70	58	2.1	2	0	93	158
Tajikistan	251	291	409	8.3	0	21	10	12
The former Yugoslav Republic of Macedonia	227	205	193	2.2	0	1	46	75
Turkmenistan	30	18	40	0.2	0	1	1	3
Uganda	1 192	1 641	1 786	11.6	31	108	426	457
Uzbekistan	170	187	190	0.6	1	43	26	71
Zambia	1 172	1 116	1 269	11.1	55	36	108	129
Zimbabwe	373	612	737	..	1	0	19	50
Landlocked developing countries	**14 999**	**22 624**	**24 831**	**..**	**775**	**1 862**	**4 159**	**6 021**

Source: Organization for Economic Cooperation and Development, Development Cooperation Directorate, *Development Cooperation Report 2011*. OECD "Aid for trade at a glance: Showing results" (COM/DCD/TAD(2011)3/ANN, June 2011).

[a] Comprises net official development assistance flows from Development Assistance Committee countries, multilateral organizations and non-Development Assistance Committee countries.

[b] OECD Development Assistance Committee and multilateral organization donors.

[c] Excludes multi-country programmes and activities.

Table 3

External debt, debt service and debt relief under the Heavily Indebted Poor Countries Initiative and the Multilateral Debt Relief Initiative

	Total external debt (percentage of gross national income)			*Total debt service, percentage of goods and services and income abroad*			*Total debt relief (millions of United States dollars)*	
Landlocked developing countries	*2003*	*2008*	*2009*	*2003*	*2008*	*2009*	*Heavily Indebted Poor Countries*	*Multilateral Debt Relief Initiative*
Afghanistan	..	20	..	..	0.2	0.4	654	20
Armenia	64	28	55	10.8	13.3	20.9	..	..
Azerbaijan	25	12	12	6.7	0.9	1.7	..	..
Bhutan	82	57	58	5.1	21.3	11.4	..	..
Bolivia (Plurinational State of)	75	34	35	21.3	13.0	14.4	1 967	1 953
Botswana	7	3	14	1.2	1.1	1.2	..	..
Burkina Faso	41	21	23	..	..	..	812	764
Burundi	230	24	39	63.5	13.3	..	1 009	58
Central African Republic	92	49	20	..	..	..	675	435
Chad	67	26	29	6.0	3.2	2.8	241	..
Ethiopia	86	11	18	7.2	3.1	3.1	2735	1 862
Kazakhstan	78	94	113	34.9	42.0	80.2	..	..
Kyrgyzstan	109	49	66	21.6	11.8	14.0	..	..
Lao People's Democratic Republic	114	94	96	21.8	..	..	..	..
Lesotho	56	34	33	8.1	2.5	3.0	..	..
Malawi	130	59	60	..	..	..	1 379	898
Mali	74	24	30	6.5	2.6	..	792	1 308
Mongolia	103	36	56	33.9	2.7	4.8	..	651
Nepal	50	29	29	10.1	8.3	10.4	..	..
Niger	78	17	19	8.6	2.5	4.5	947	283
Paraguay	58	25	30	12.3	5.0	6.1	..	..
Republic of Moldova	88	52	60	11.4	14.8	14.9	..	..
Rwanda	88	15	15	15.1	3.6	4.7	956	234
Swaziland	21	13	15	1.3	..	2.1	..	..
Tajikistan	79	46	51	8.3	7.1	38.4	..	..

Landlocked developing countries	*Total external debt (percentage of gross national income)*			*Total debt service, percentage of goods and services and income abroad*			*Total debt relief (millions of United States dollars)*	
	2003	*2008*	*2009*	*2003*	*2008*	*2009*	*Heavily Indebted Poor Countries*	*Multilateral Debt Relief Initiative*
The former Yugoslav Republic of Macedonia	41	50	62	13.5	9.1	14.8	..	..
Turkmenistan	30	4	3	..	..	..	..	..
Uganda	79	16	16	9.8	2.1	2.0	1 509	2245
Uzbekistan	49	14	12	..	..	..	..	..
Zambia	161	22	27	43.5	3.1	3.8	3 697	1962
Zimbabwe	62	..	..	..	..	..	..	..
Landlocked developing countries	**66**	**43**	**48**	**22.8**	**21.9**	**37.1**	**11 709**	**12 673**

Source: World Bank, *World Development Indicators 2011*.

Table 4

International merchandise trade, exports and imports, and international freight charges

Landlocked developing countries	*Merchandise (millions of United States dollars)*						*Balance of payments freight as percentage of trade*[a]	*Transport equipment*		
	Total exports			*Total imports*				*Percentage of total imports*		
	2003	*2008*	*2009*	*2003*	*2008*	*2009*	*2009*	*2003*	*2008*	*2009*
Afghanistan	..	540	403	..	3 020	3 336	..	..	16	16
Armenia	670	1 055	684	1 237	4 101	3 175	9.5	4	7	4
Azerbaijan	2 592	47 756	14 689	2 626	7 162	6 119	3.2	13	17	13
Bhutan	..	521	496	..	543	529	..	..	9	10
Bolivia (Plurinational State of)	1 651	6 899	5 297	1 684	5 006	4 409	2.7	10	14	13
Botswana	3 802	4 951	3 456	3 964	5 211	4 728	5.5	13	11	13
Burkina Faso	314	..	796	786	..	1 870	9.7	11	..	8
Burundi	66	142	113	145	315	345	18.5	15	12	11
Central African Republic	66	114	81	100	185	212	..	9	9	7
Chad	..	..	..	..	..	..	..	..	..	..
Ethiopia	513	1 602	1 618	2 686	8 680	7 974	9.5	10	6	7
Kazakhstan	12 916	71 172	43 196	8 402	37 815	28 409	4.4	15	12	10
Kyrgyzstan	582	1 618	1 178	717	4 072	2 974	3.6	7	15	9
Lesotho	479	..	..	1 115	..	..	2.7	5	..	..
Malawi	502	879	1 188	785	2 204	2 022	..	12	16	10
Mali	1 007	1 918	..	1 271	3 339	..	11.9	11	7	..
Mongolia	616	..	..	801	..	..	5.3	11	..	..
Nepal	653	..	886	1 802	..	3 754	..	6	..	8
Niger	259	503	..	566	1 247	..	16.5	7	6	..
Paraguay	1 306	4 463	3 167	1 921	9 033	6 940	2.4	6	11	9
Republic of Moldova	790	1 591	1 288	1 402	4 899	3 278	7.1	5	8	5
Rwanda	51	250	261	262	1 036	1 112	21.4	12	7	6
Swaziland	1 655	..	..	1 457	..	..	0.6	8	..	..
Tajikistan	..	..	..	..	..	..	3.8	..	..	..
The former Yugoslav Republic of Macedonia	1 367	..	2 692	2 306	6 852	5 043	4.9	5	7	7
Uganda	532	1 724	1 568	1 375	4 526	4 247	11.6	9	8	9
Uzbekistan	..	..	..	..	..	..	..	..	..	..

	Merchandise (millions of United States dollars)						Balance of payments freight as percentage of trade[a]	Transport equipment		
	Total exports			Total imports				Percentage of total imports		
Landlocked developing countries	*2003*	*2008*	*2009*	*2003*	*2008*	*2009*	*2009*	*2003*	*2008*	*2009*
Zambia	980	5 099	4 312	1 574	5 060	3 793	5.5	8	10	8
Zimbabwe	..	1 694	2 269	..	2 832	3 527	..	..	16	15
Landlocked developing countries	**33 368**	**154 492**	**89 635**	**38 984**	**117 139**	**97 796**	**5.2**	**10**	**11**	**10**
Transit developing countries	**933 854**	**2 647 218**	**2 173 467**	**883 065**	**2 495 852**	**2 057 021**	**3.6**	**6**	**6**	**6**

Source: http://comtrade.un.org; www.infstatistics.org/bop.

[a] Freight charges in the balance of payments comprise all import and export freight charges paid to enterprises abroad or received by national enterprises from abroad divided by the total value of imports and exports multiplied by 100. Payments between domestic enterprises for freight are not included.

Table 5
Selected transport indicators

	Roads		*Railways*	*Waterways*	*Pipelines*	*Air transport departures (thousands)*	
	Kilometres	*Percentage paved*	*Kilometres*	*Kilometres*	*Kilometres*		
Landlocked developing countries	*2000/2008*	*2000/2008*	*2000/2009*	*2007/2011*	*2006*	*2000*	*2009*
Afghanistan	42 150	29	..	1 200	466	3.4	..
Armenia	7 515	90	845	..	2 233	4	7.6
Azerbaijan	59 141	49	2 099	..	4 785	4.4	10.3
Bhutan	8 050	62	..	..	..	1.1	2.7
Bolivia	62 479	7	2 866	10 000	8 994	21.6	19
Botswana	25 798	33	888	..	..	6.7	6.1
Burkina Faso	92 495	4	622	..	..	3.4	1.4
Burundi	12 322	10	..	Lake Tanganyika	..	..	..
Central African Republic	24 307	..	..	2 800	..	1.5	..
Chad	40 000	1	..	seasonal	250	1.5	..
Ethiopia	42 429	13	..	..	..	26.6	44.2
Kazakhstan	93 123	90	14 205	4 000	24 740	8.0	18.8
Kyrgyzstan	34 000	91	417	600	270	6.1	5.5
Lao People's Democratic Republic	29 811	13	..	4 600	540	6.4	9.8
Lesotho	5 940	18	..	..	..	..	..
Malawi	15 451	45	797	700	..	4.8	4.4
Mali	18 709	18	734	1 800	..	1.5	..
Mongolia	49 250	4	1 810	580 (seasonal)	..	6.2	4.8
Nepal	17 280	57	59	..	..	12.1	6.8
Niger	18 951	21	..	300 (seasonal)	..	1.5	..
Paraguay	29 500	51	36[a]	3 100	..	7.6	9.8
Republic of Moldova	12 755	86	1 156	424	1 906	3.7	5
Rwanda	14 008	19	..	Lac Kivu (shallow)	..	..	..
Swaziland	3 594	30	300	..	..	2.6	..
Tajikistan	27 767	..	616	200	587	4.0	9.8
The former Yugoslav Republic of Macedonia	13 840	..	699	..	388	8.0	1.4
Turkmenistan	24 000	81	3 181	1 300	7 864	21.9	15.3
Uganda	70 746	23	261	lakes	..	0.3	0.4
Uzbekistan	81 600	87	4 230	1 100	10 574	30.1	23.2
Zambia	66 781	22	1 273	2 250	771	6.1	..
Zimbabwe	97 267	19	2 583	Lake Kariba	270	13.6	5.9
Landlocked developing countries	**1 141 059**	**36**	**34 192**		**63 002**	**221.6**	**212.2**

Source: *World Development Indicators 2011* World Bank and United States Central Intelligence Agency The World Factbook.

Table 6
Selected telecommunication indicators

	Telephone lines and cellular subscribers per 100 population				*Internet users per 100 population*
	Main lines		*Cellular*		
Landlocked developing countries	*2000*	*2009*	*2000*	*2009*	*2009*
Afghanistan	0.1	0.5	0.0	42.6	3.6
Armenia	17.3	20.4	0.6	85.0	6.8
Azerbaijan	9.9	15.9	5.2	87.8	27.4
Bhutan	2.5	3.8	0.0	48.6	7.2
Bolivia (Plurinational State of)	6.1	8.2	7.0	72.5	11.2
Botswana	7.9	7.0	12.9	96.1	6.2
Burkina Faso	0.5	1.0	0.2	24.3	1.1
Burundi	0.3	0.4	0.3	10.1	1.9
Central African Republic	0.3	0.3	0.1	13.6	0.5
Chad	0.1	0.5	0.1	20.4	1.5
Ethiopia	0.4	1.1	0.0	4.9	0.5
Kazakhstan	12.3	24.7	1.3	109.1	18.2
Kyrgyzstan	7.6	9.1	0.2	81.8	40.0
Lao People's Democratic Republic	0.8	1.6	0.2	51.2	6.0
Lesotho	1.2	1.9	1.1	32.0	3.7
Malawi	0.4	1.1	0.4	15.7	4.7
Mali	0.4	0.7	0.1	34.2	1.9
Mongolia	4.9	7.1	6.5	84.2	3.6
Nepal	1.1	2.8	0.0	19.1	2.0
Niger	0.2	0.4	0.0	17.0	0.8
Paraguay	5.3	6.1	15.3	88.5	17.4
Republic of Moldova	14.2	31.6	3.4	77.3	37.0
Rwanda	0.2	0.3	0.5	24.3	4.5
Swaziland	3.0	3.7	3.1	55.4	7.6
Tajikistan	3.5	4.2	0.0	70.5	10.1
The former Yugoslav Republic of Macedonia	25.2	21.4	5.8	95.1	51.8
Turkmenistan	8.1	9.4	0.2	29.4	1.6
Uganda	0.3	0.7	0.5	28.7	9.8
Uzbekistan	6.7	6.8	0.2	59.7	17.1
Zambia	0.8	0.7	0.9	34.1	6.3
Zimbabwe	2.0	3.1	2.1	23.9	11.4
Landlocked developing countries	**2.8**	**3.9**	**1.1**	**34.7**	**7.1**
Developing regions	**8.0**	**12.2**	**5.5**	**58.3**	**18.1**

Source: International Telecommunication Union; see www.itu.int/ITU-D/ict/.

Table 7
Foreign direct investment net inflows
(millions of United States dollars)

	Foreign direct investment net inflows		
Landlocked developing countries	*2000*	*2008*	*2009*
Afghanistan	0	300	185
Armenia	104	1 132	838
Azerbaijan	130	14	473
Bhutan	0	30	36
Bolivia (Plurinational State of)	736	513	423
Botswana	57	521	234
Burkina Faso	23	137	171
Burundi	12	14	10
Central African Republic	1	117	42
Chad	115	234	462
Ethiopia	135	109	94
Kazakhstan	1 284	15 775	12 649
Kyrgyzstan	(2)	265	60
Lao People's Democratic Republic	34	228	157
Lesotho	32	56	48
Malawi	40	170	60
Mali	82	180	109
Mongolia	54	683	437
Nepal	(0)	1	39
Niger	8	566	739
Paraguay	100	109	184
Republic of Moldova	128	708	86
Rwanda	8	103	119
Swaziland	106	106	66
Tajikistan	24	376	8
The former Yugoslav Republic of Macedonia	215	587	248
Turkmenistan	131	820	1 355
Uganda	181	787	799
Uzbekistan	75	711	750
Zambia	122	939	959
Zimbabwe	23	52	60
Landlocked developing countries	**3 956**	**26 340**	**21 900**

Source: United Nations Conference on Trade and Development see unctadstat.unctad.org.

Table 8
Selected Millennium Development Goals indicators

Landlocked developing countries	*Extreme poverty: population under $1.25 per person/day (percentage)*	*Population undernourished (percentage)*	*Primary net enrolment ratio*	*Gender parity index*	*Maternal mortality ratio (per 100 000 live births)*	*Forest cover (percentage of land area)*	
	2003/2008	*2005/2007*	*2009[a]*	*2009*	*2008*	*2000*	*2010*
Afghanistan	..	..	..	0.67	1400	2	2
Armenia	1.3	22	93	1.03	29	11	9
Azerbaijan	0	11	86	0.99	38	11	11
Bhutan	26.2	..	88	1.01	200	67	69
Bolivia (Plurinational State of)	14	27	95	0.99	180	55	53
Botswana	..	25	87	0.97	190	22	20
Burkina Faso	56.5	9	64	0.89	560	30	21
Burundi	81.3	62	99	0.97	970	8	7
Central African Republic	62.8	40	69	0.71	850	37	36
Chad	61.9	37	..	0.70	1200	10	9
Ethiopia	39	41	84	0.91	470	13	11
Kazakhstan	0.2	8	100	1.00	45	1	1
Kyrgyzstan	1.9	10	91	1.00	81	5	5
Lao People's Democratic Republic	33.9	23	82	0.91	580	72	68
Lesotho	43.4	14	73	1.00	530	0.2	1
Malawi	73.9	28	91	1.03	510	38	34
Mali	51.4	12	80	0.84	830	11	10
Mongolia	22.4	26	100	0.99	65	7	7
Nepal	55.1	16	..	..	380	27	25
Niger	65.9	20	59	0.80	820	1	1
Paraguay	5.1	11	86	0.97	95	49	44
Republic of Moldova	1.9	..	90	0.98	32	10	12
Rwanda	76.8	34	96	1.01	540	14	18
Swaziland	..	18	83	0.93	420	30	33
Tajikistan	21.5	30	98	..	64	3	3
The former Yugoslav Republic of Macedonia	0.3	..	93	1.01	9	36	39
Turkmenistan	..	6	..	..	77	9	9
Uganda	28.7	21	92	1.01	430	21	15
Uzbekistan	46.3	11	90	0.98	30	8	8

Landlocked developing countries	Extreme poverty: population under $1.25 per person/day (percentage)	Population undernourished (percentage)	Primary net enrolment ratio	Gender parity index	Maternal mortality ratio (per 100 000 live births)	Forest cover (percentage of land area)	
	2003/2008	2005/2007	2009[a]	2009	2008	2000	2010
Zambia	64.3	43	92	0.99	470	60	67
Zimbabwe	..	30	..	..	790	49	40
Landlocked developing countries			**81**	**0.92**	**...**	**18**	**17**

Sources: World Bank *World Development Indicators 2011*; Food and Agriculture Organization of the United Nations *The State of Food Insecurity in the World*; United Nations Educational Scientific and Cultural Organization see http://stats.uis.unesco.org/unesco/ReportFolders/ReportFolders.aspx; United Nations *The Millennium Development Goal Report 2010* and FAO *State of the World's Forests 2011*.

[a] In some cases data from 2007 or 2008 may be shown where 2009 estimates are not available.